CITY OF FRISCO PURCHASING DIVISION

July 16, 2010

Addendum #1
RFQ# 1007-050
RFQ for Automated Pavement Condition Survey

Questions and Answers:

1. Has the City already implemented MicroPaver?

   No.

   a. Is the MicroPaver database complete (i.e., have all of the roads been sectioned properly)?

   The roads are sectioned in the GIS as block to block.

   b. Is the City's existing ESRI Geodatabase linked to the MicroPaver database (i.e., has each pavement section been linked)?

   No

2. If the City has not implemented MicroPaver, does the City wish to have the selected consultant implement MicroPaver as part of this project?

   Yes

3. Does the City wish to have the PCI performed in accordance with ASTM D 6433 (the standard on which MicroPaver is built on)?

   Yes

   a. Has the City ever performed a PCI survey per ASTM D 6433 on its roadways?

   No

4. How does the City define an "automated" PCI survey (please see existing, industry definitions below)? Please note: There is no ASTM standard for PCI surveys performed using an "automated" methodology. The PCI method, as defined in ASTM D 6433 can only truly be met by a manual, foot-on-ground survey. In industry, there is currently significant misuse of the term "automated" with respect to PCI surveys.

h. **Definition 1**: An automated PCI survey is a "manual," in-the-office survey performed by experienced PCI raters on high resolution images that were collected by an "automated" vehicle. This type of survey is capable of capturing nearly all PCI distress types, but not all. This is the type of automated PCI survey is currently specified by the US Army Corps of Engineers who actively develop MicroPaver and invented the PCI.

i. **Definition 2**: An automated PCI survey is a software-based survey performed using automated "distress recognition algorithms" that are "supposed" to be able to detect a few of the PCI distress types from collected images. (Note: It is my experience that these types of systems have been oversold and are poor for asphalt PCI surveys and even worse for concrete PCI surveys.) This type of PCI survey is not accepted by the US Army Corps of Engineers.

The RFQ states "The assessment data shall include visual observations, photographs and measurements collected by instrumentation. " The "shall include" means that we don't intend to exclude "visual observations" and "measurements collected by instrumentation."

5. Due to the high percentage of concrete pavements managed by the City – and the inherent limitations associated with performing a "automated" PCI survey (and the lack of a true standard) – would the City consider a manual (foot-on-ground) PCI survey for its pavements per ASTM D 6433.

   Not exclusively. See answer to 4.

6. Would you accept an alternate to MicroPaver in your RFQ?

   This is a request for "qualifications" not a proposal of a solution. Please provide information so that the City can determine if you are qualified to do a MicroPaver project.

7. Do the cover page and table of contents count against the 15 page limit?

   A single cover page and a table of contents do not count against the 15 page limit.

8. A four sensor system specified for transverse cracking. Can the City be more specific on what sensor type this refers to? (Scope of Work, Item 8)

   The response to the RFQ should include information on your firms qualifications related to instrumentation commonly used in data collection.

9. A seven sensor rutting system is mentioned. Is a point-cloud sensor with thousands of data points acceptable? (Scope of Work, Item 8)

   See answer to 8.

10. Only four distresses are mentioned, rutting, fatigue cracking, transverse cracking, and longitudinal cracking. Will reporting of other distress types be required as part of this survey?

    The response to the RFQ should include information on your firms qualifications related to collecting information on those types of stresses.

    If so, which distresses? *The reason this question is asked is because many distress types included in the MicroPaver distress definitions are often not a deciding factor for maintenance and rehabilitation decisions made by agencies. (Scope of Work, Item 8)*

11. Of the 1,170 lane miles in the network what is the quantity that will be required for testing?

    This information is not known at this time nor is it necessary to submit information on the qualifications of your firm.

12. Can you please describe the City's horizontal and vertical control network system in greater detail?

    This information is at the city's website; from the Engineering Services page select "Standards and Details". The information on the city's monumentation system will provide details.

Vendors who may have already submitted a bid and feel this addendum may change their bid price, may pick up their bid, and return it by the closing date. If picking up the bid is not feasible, any new bid submitted by your firm will supersede one previously submitted.

This addendum does not change the submittal deadline. All responses are due at City Hall, Attention: Tom Johnston, Director of Administrative Services, 6101 Frisco Square Blvd, Frisco, TX 75034 by 2:00 PM CST on July 27th, 2010.

Acknowledge receipt of this addendum in your response to the RFQ.

Sincerely,

Tom Johnston C.P.M., CPPO
Director of Administrative Services
City of Frisco